

CLAIMS

The embodiments of the invention in which an exclusive property or privilege is claimed are defined as follows:

1. (Original) A method of fabricating a vehicle door beam comprising the steps of:
rolling a first lateral portion of a web so that a first lateral edge engages the web;
connecting the first lateral edge to the web;
rolling a second lateral portion of the web so that a second lateral edge engages
the web; and
connecting the second lateral edge to the web.
2. (Original) A method as defined in claim 1 wherein the first and second lateral edges are adjacent one another.
3. (Original) A method as defined in claim 2 wherein the lateral portions are connected together along a line separate from the first and second lateral edges.
4. (Original) A method as defined in claim 1 wherein the first and second lateral portions are approximately the same size.
5. (Original) A method of fabricating a vehicle door beam comprising the steps of:
forming a first closed configuration in a piece;
connecting the first closed configuration along its longitudinal extent;
forming a second closed configuration in the piece; and
connecting the second closed configuration along its longitudinal extent.
6. (Original) A method as defined in claim 5 wherein said forming steps include forming the first and second closed configurations from the same integral piece.

7. (Original) A method as defined in claim 6 wherein said forming steps include engaging first and second lateral edges on the first and second closed configurations respectively with the piece.

8. (Original) A method as defined in claim 7 further comprising welding the first and second closed configurations together along a line separate from the first and second edges.

9. (Original) A method as defined in claim 6 wherein:

said first forming step includes engaging a first edge on the first closed configuration with the piece; and

said second forming step includes engaging a second edge on the second closed configuration with the first closed configuration.

10. (Original) A method as defined in claim 6 wherein:

said first forming step includes using a second piece in the first closed configuration; and

said second forming step includes using the second piece in the second closed configuration, whereby the second piece is common to both the first and second closed configuration.

11. (Original) A method as defined in claim 10 wherein:

said first forming step includes engaging a first edge on the first closed configuration with the second piece; and

said second forming step includes engaging a second edge on the second closed configuration with the second piece.

12. (Original) A method as defined in claim 10 wherein:

said first forming step includes engaging a first edge on the first closed configuration with the second piece; and

said second forming step includes engaging a second edge on the second closed configuration with the first closed configuration.

13. (Original) A method as defined in claim 5 wherein the first and second closed configurations are two separate but connected pieces.

14. (Original) A one-piece vehicle door beam comprising:

an elongated beam portion having opposite ends, said beam portion including first and second lateral portions terminating in first and second lateral edges, said first lateral portion shaped so that said first lateral edge engages said beam portion, said second lateral portion shaped so that said second lateral edge engages said beam portion, said first and second lateral edges being connected along their lengths to said beam portion; and

first and second brackets unitary with and extending from said beam portion, said bracket portions adapted for attachment to a vehicle door.

15. (Original) A vehicle door beam as defined in claim 14 wherein said first and second lateral portions are of similar size and shape.

16. (Original) A vehicle door beam as defined in claim 14 wherein said first and second lateral portions are connected to one another along a line separate from said first and second lateral edges.

17. (Original) A vehicle door beam comprising:

an elongated beam portion having opposite ends, said beam portion including a first lateral portion welded closed along its longitudinal extent to form at least part of a first

closed configuration, said beam portion further including a second lateral portion welded closed along its longitudinal extent to form at least part of a second closed configuration; and

a pair of bracket portions extending from the opposite ends of said elongated beam and adapted for attachment to a vehicle door.

18. (Original) A vehicle door beam as defined in claim 17 wherein said beam portion and said bracket portions are parts of a single unitary piece.

19. (Original) A vehicle door beam as defined in claim 18 wherein said first and second lateral portions include first and second lateral edges respectively engaging and connected to said piece.

20. (Original) A vehicle door beam as defined in claim 19 wherein:

said piece includes a lateral center portion; and

said first and second lateral edges engage said piece at said lateral center portion.

21. (Original) A vehicle door beam as defined in claim 19 wherein said first and second lateral portions are connected to one another along a line separate from said first and second lateral edges.

22. (Canceled)

23. (Original) A vehicle door beam as defined in claim 17 wherein said beam portion includes a web and a leg, said leg having first and second leg edges, said first leg edge connected to said web, said leg forming part of both of said first and second closed configurations.

24. (Original) A vehicle door beam as defined in claim 23 wherein said first and second lateral edges are connected to said second leg edge.

25. (Original) A vehicle door beam as defined in claim 23 wherein:

said first lateral edge is connected to said second leg edge; and

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said second lateral edge is connected to said second lateral portion along a line separate from said first lateral edge.

26. (Original) A vehicle door beam as defined in claim 17 wherein said first and second lateral portions are separate pieces connected to one another.